Sharing of cost of rail projects by States

1802. SHRI VIJAY JAWAHARLAL DARDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether many States have urged Railways to go ahead with rail projects as they have agreed to share cost of these projects;

(b) if so, whether project like gauge conversion, laying new tracks or doubling of tracks would be done soon in the States which have readily agreed to share part of cost;

(c) if so, whether her Ministry is likely to go ahead with these projects; and

(d) the total cost to be involved and the States that have agreed to share the cost?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) to (d) State Governments which have agreed to share cost of the projects include States of Andhra Pradesh, Chhattisgarh, Haryana, Himachal Pradesh, Jharkhand, Karnataka, Maharashtra, Uttarakhand and West Bengal. The sharing of cost of the projects by State Governments would expedite the implementation due to availability of additional funds. Many of the projects are already ongoing. The new proposals are also considered on merits. The total cost of projects where sharing has been agreed by State Governments is about Rs. 10920 crore.

Survey of gauge conversion in Rajasthan

1803. SHRI GIREESH KUMAR SANGHI:
SHRI SANTOSH BAGRODIA:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of new proposals for gauge conversion in Rajasthan which have been included in the Rail Budget 2009-10 for conducting survey work;

(b) the time-frame fixed up by her Ministry for the survey of above gauge conversion works; and

(c) after completion of survey what is the criteria for sanctioning these new gauge conversion works?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) and (b) No new proposals for gauge conversion in the State of Rajasthan have been included the Rail Budget 2009-10 for conducting survey work.

(c) Does not arise. However, the policy adopted for taking up gauge conversion has been as under:

(i) Development of alternative Broad Gauge (BG) routes obviating the need for doubling existing BG lines on these routes.

(ii) Establishment of BG links between stations connected by other BG lines.